

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
4, 7 and 8, Old Bond Street, W.
3rd Ave. TUN KWE.

Hongkong Daily Press.

ESTABLISHED 1877.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

27

is our Phone Number and
through this medium we shall
be pleased to answer questions
re:
MOTOR CARS,
MOTOR BOATS,
MOTOR CYCLES,
and their Accessories.
ALEX. ROSS & Co.,
Machinery Dept.

[764]

No. 18,189. 號九十八百一千八百一第 日三初月八年辰丙 HONGKONG, THURSDAY, AUGUST 31st, 1916. 四拜禮 號一十三月八年五國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE

Sept. 1st.—Europe (via Siberia), per
s.s. LUCHOW.
Sept. 3rd.—The English mail, per s.s.
NAXOS.

TO DEPART

Aug. 31st.—Europe via Siberia, at 4
p.m., per s.s. PORTROS.
Sept. 3rd.—Europe via Siberia, at 9
a.m., per s.s. NAXOS.
Sept. 6th.—Europe via Siberia, at 10.30
a.m., per s.s. EXPRESS OF
RUSSIA.
Sept. 6th.—Shanghai, North China,
Japan via Nagasaki, United
States, South America, and
United Kingdom via Canada,
at 10.30 a.m., per s.s.
EXPRESS OF RUSSIA.
Sept. 8th.—Straits, Burmah, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at 11 a.m., per s.s.
MALTA.
Sept. 14th.—Formosa, via Keelung,
Shanghai, North China,
Japan via Nagasaki, United
States, Canada, South America,
via Victoria, and United
Kingdom via Canada, at 1
p.m., per s.s. MANILA MARU.

F.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 37½ lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

860

NEW CARTRIDGES.

BY popular English Manufacturers,
In all Bore and Size

SMOKLESS POWDER and CHILLED
SHOT. From No. 10 to 8880, at \$5, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection invited

WM. SCHMIDT & Co.
1641

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

1049

A LING & CO.

19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1219

686

PEAK TRAMWAY COMPANY LIMITED

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " to 10.00 " "	" 10 "
10.00 " to 11.00 " "	" 15 "
11.30 " to 12.45 p.m.	" 10 "
12.45 p.m. to 1.15 " "	" 15 "
1.15 " to 1.45 " "	" 10 "
1.45 " to 2.15 " "	" 15 "
2.15 " to 5.00 " "	" 15 "
5.00 " to 8.10 " "	" 10 "
NIGHT CARS.	
6.50 p.m. and 9.00 p.m.	9.30 to 11.30 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	Every Quarter-Hour.
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " to 11.00 " "	" 10 "
11.30 " to 12.00 noon	" 15 "
12.00 noon to 1.00 p.m.	" 10 "
1.00 p.m. to 6.00 " "	" 15 "
6.00 " to 7.00 " "	" 10 "
7.00 " to 8.10 " "	" 10 "
NIGHT CARS as on Week Days.	
SATURDAY.	
Extra Car at 12 Midnight.	
SPECIAL CARS by arrangements at the Company's Office, Alexandra Buildings, Des Vaux Road Central.	
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment thereof has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.	

JOHN D. HUMPHREYS & SON,
General Managers.

MITSUBISHI DOCKYARD AND ENGINE WORKS.

13, A.R.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Steam Engines, Diesel Engines, etc.
Pumps, Turbines and Turbo-Alternators, etc.

NAGASAKI

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	DOCK No. 1.	DOCK No. 2.	DOCK No. 3.
Length on Keel Blocks	510 feet	520 feet	520 feet
Width of Entrance on bottom	77 "	65 "	65 "
Water on Blocks at Spring Tide	26 "	24 "	24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross			
The Salvage Steamer "OURA MARU" 718 tons and 12 knots.			
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.			

KOBE

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

	No. 1	No. 2	No. 3
Lifting Power	1,000 tons	1,000 tons	1,000 tons
Max. Length of Ship taken in	100 feet	100 feet	100 feet
Max. Breadth of Ship taken in	60 "	60 "	60 "
Max. Draft of Ship taken in	22 "	22 "	22 "
The Salvage Steamer "ARIMA MARU" Pumping capacity over 3,000 tons			

HIKOSHIMA (Near Shimoda)

TELEGRAPHIC ADDRESS: "DOCK," SHIMODA.

GRAVING DOCK.

Length on Keel Blocks	363 feet 6 ins
Width at Entrance on bottom	65 "
Depth of Water on Blocks at Spring Tide	24 "
Floating Crane capable of lifting 20 tons weight.	

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL.

Now well-known throughout the East for

STEAM RAISING, FORGING, STEEL MAKING, SHIP'S
BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE.

Completes with the best quality English Cokes for

FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST

FIREBRICKS

FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAIRHAN, HONGKONG

TELEPHONE No. 1030

DODWELL & CO., LTD.

AGENTS

126

SOUTH

MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRTEEN WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen Station (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.		SOUTH BOUND.	
Station	Time	Station	Time
Dairen	7.00 a.m.	Dairen	7.00 a.m.
Yamato	11.30 a.m.	Yamato	11.30 a.m.
Changchun	5.00 p.m.	Changchun	5.00 p.m.
Shanghai	11.30 p.m.	Shanghai	11.30 p.m.
Tientsin	7.00 a.m.	Tientsin	7.00 a.m.
Dairen	11.30 a.m.	Dairen	11.30 a.m.

* Russian Train Time is 23 minutes faster than S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun
at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First Class
Passengers can secure sleeping accommodation on payment of Yen 3.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen,
Port Arthur, Mukden, Changchun, and Hsichang (the finest sea-side resort in North China),
all under the Company's Management.
TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL STEAMING CO. & EXPRESS TRAVEL CO.,
Messrs. THOS. COOK & SON, the NORDISC REISEBUREAU and the NIPPON YOKEN KAISHA,
Shanghai, from whom all information, time-tables, pictorial guide-books, etc., can be obtained
free, or direct from the—
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTEU."
Codes: A.R.C. 5th Ed. A1, and Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chaochow, Shanghai, Hongkong, Manila, Singapore, and Penang.

MINING DEPARTMENT
SOUTH MANCHURIA RAILWAY CO., DAIREN.

430

THEATRE ROYAL.

COMMENCING MONDAY, SEPT. 4TH,
MAURICE E. HANDMANN PRESENTS
WOLSELEY CHARLES' RENOWNED COMPANY,
"THE SCAMPS,"

MERRY VAUDEVILLE ENTERTAINMENT
FROM THE
STRAND, COMEDY AND PALACE THEATRES, LONDON.

NEW MUSIC, ORIGINAL SONGS, ROLICKING FUN.
UP-TO-DATE BURLESQUES.

PRICES AS USUAL.

BOOKING AT MOUTRIE'S.

[1070]

KELLY & WALSH, LTD

LIST OF NEW BOOKS.

Received per s.s. "MALTA."

All the World's Aircraft: War Flying Annual	\$17.00
The Oxford Song Book: Arranged by P. C. Beck, M. A., D. Mus.	4.00
THE NAUTICAL ALMANAC for 1917	2.00
Newman's Summer Annual	8
The Great Push, by Patrick Macgill	2.00
The Wild Beasts of the World, by F. Pinn, with 100 reproductions in colour	4.00
The Maintenance of Health in the Tropics, by W. J. Simpson, C.M.C., M.D.	2.75
The Other Side of the Lantern, by Sir Frederick Treves (Cheap Edition)	3.00
Caram Cardinal, by E. Ballais	2.75
Notes on the Causation of Cancer, by the Hon. Rolfe Russell	2.75
Priests in the Firing Line, by René Gail	2.75
Schmidt the Spy-Cartoon, by A. Leete	30
The Fighting Territorials, II, by Percy Hard	1.00

The Secret Life of the Crown Prince	\$ 8.80
German, Slav, and Magyar: A Study in the Origins of the Great War	2.00
India and its Faiths, by J. Bisset Pratt	10.00
The Foundations of Germany, by Ellis Barker	6.50
The Padre, by "Temporary Chaplain"	.80
Ballad of the Fleet, by Sir Rennell Rodd	2.40
The Causes and Consequences of the War, by Yves Guyot	8.00
The War for the World, by Israel Zangwill	4.50
The Adventure of Death, by R. W. MacKenna	2.75
Germany's Violations of the Laws of War	1.60
The Animal Parasites of Man, by H. B. Fantham, J. W. W. Stephens and F. V. Theobald	35.00
Novels at 1/5	
Julius Le Vallon, by Algernon Blackwood.	
The Man who Wrought, by Ridgwell Cullum.	
Joan and the Babies and I, by Cosme Hamilton.	
The Place of Dragons, by Wm. Le Queux.	
From Mons to Ypres with French, by Frederic Coleman	
Who is Lecturing in Hongkong.	\$4.50

[14]

FOR SALE.

ONE 104 H.P. HORNSBY ACKROYD
OIL ENGINE complete with and
coupled direct to one 6 K.W. Compound
Current Shunt Wound Dynamo of 50/70 volts
with shunt regulator.
Also ONE SWITCHBOARD for
ACUMULATORS, DYNAMO, etc., complete
with instruments for 100 Amps.
For further particulars apply to—
LINSTEAD & DAVIS,
Alexandra Buildings

[64]

JUST RECEIVED.

FRESH Supply of FLOWER and
VEGETABLE SEEDS.

GRACA & CO.

No. 4, WYNDHAM STREET.

861



MITSUBISHI GOSHI KWAISRA (Mitsubishi Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTABE,
KISHIDAKE, YOSHINOTANI, HOJO,
NAMAZUTA, SAYO, KANADA,
SHINNEW, KAMITAMADA, BIBAI
AND OYUBARI COALFIELDS.
AGENT FOR SAKITO COAL.

HEAD OFFICE—

MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI,
KAIATSU, WAKAMATEU, OTABU,
MURORAN, HAKODATE, KOBE,
OSAKA, KURE, TOKYO, YOKOHAMA,
NAGOYA, TSUBUGA, VLADIVOSTOK,
HANKOW, PEKING, LONDON, NEW
YORK, SHANGHAI, HONGKONG,
HAIPHONG AND CANTON.

Cable Address:—"IWASAKI"
Codes:—A1, A.R.C. 5th Ed. Western Union,
and Bentley's.

Agencies:—
CHINKIANG—Messrs. GRABING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNEO Co., Ltd.
GLASGOW—Messrs. A. R. Brown,
McFarlane & Co., Ltd.
For Particulars, apply to—
K. KATO, Manager,
No. 2, Pedder Street Hongkong.

[616]

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART,

161 Manager

KING EDWARD HOTEL

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

J. WITCHELL,

Manager.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephone
in every Room, prompt connection/maintenance
by six lines to Central.

Fifteen minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Roof Garden, and Social Rooms. European
Runners meets Steamers.

P. O. PEUSTER

Manager.

[121]

THE VICTORIA HOTEL CANTON.

Situated on the British Concession.

Shameen.

The only European Hotel in

Canton.

Guides and Chairs provided.

Every information and special

attention given to Tourists.

Reasonable Rates.

Under the personal Management

of Mr. and Mrs. Geo. B. BYLES.

623

SAVOY HOTEL

21, BROADWAY, SHANGHAI, CHINA

THE BEST MEDIUM-PRICED HOTEL

in the City. Near to everywhere, and

providing all modern conveniences

American or European Plan.

Rates \$4 and \$5 per day

Special terms to monthly guests.

Cable address: Telephone No. 2514

SAVOY CJA SIDDLE

Manager.

[10]

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENCE AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRAIN EXPRESS

Subscription, paid in advance.

\$10 per annum. Postage

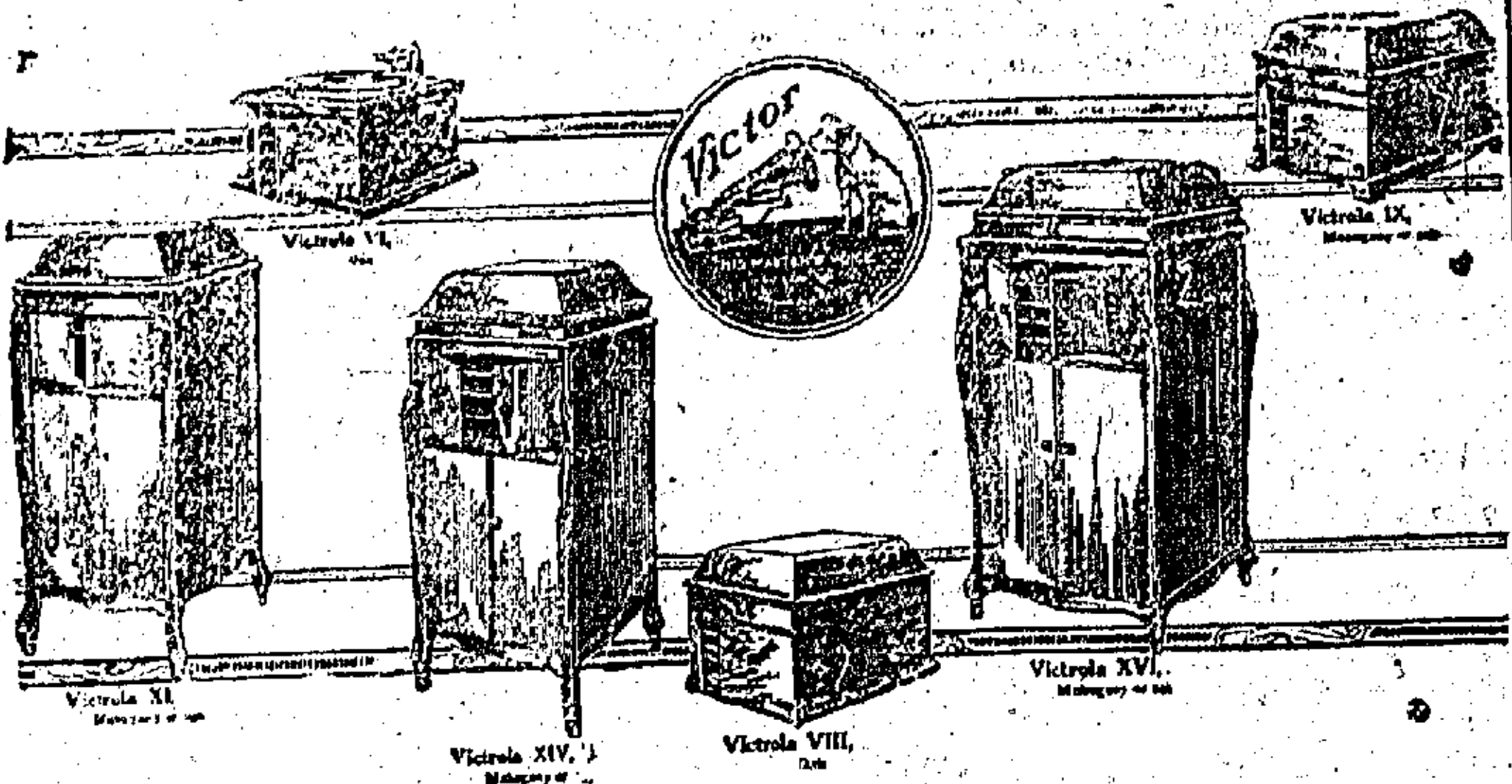
\$1 to any part of

the World.

INTIMATIONS:

VICTROLA

THE INSTRUMENT FOR EVERY HOME.



PRICES AND STYLES TO SUIT ALL.

EXCLUSIVE AGENTS:

MOUTRIE'S.

VISIT THE I. C. S. EXHIBIT

At the Old Post Office, Pedder St. opposite Hongkong Hotel, OPEN FROM 10 A.M. TO 8 P.M.

Step in and learn what I. C. S. Students in China are doing. One of the 250 I. C. S. Courses of Special Training offers you the means to a better position and salary.

"AMUSEMENT WITHOUT DISCOMFORT"

SEE

THE

PALISADE

OUT-OF-DOOR-PICTURES

LOCATION NEAR POST OFFICE, KOWLOON.

TO-NIGHT! TO-NIGHT!!

OPPENHEIM'S GREAT MYSTERY SERIAL.

"THE BLACK BOX."

8th Episode in 2 Parts.

More perplexing and exciting than ever.

"THE WRECK,"

A Powerful Drama by the K. P. FILMS Co., in 3 Parts.

UNDER DESPERATION'S SPUR. Drama by Kalam.
BUNNY'S SCHEME. Vitagraph Comedy.
GETTING A HIRED GIRL. Essanay Comedy, etc., etc.

PRICES AS USUAL.

CORRESPONDENCE.

HOW TO DEVELOP THE RESOURCES OF THE EMPIRE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—In his letter which appeared in your issue of the 18th inst., "Plebis" says that "in some cases man does like labour and will do more as he becomes better educated." My experience leads me to the opposite conclusion. I have worked with many men belonging to different nations, but I never met in any employment a single individual who wanted more work or longer hours of labour than he already had. I have heard men advocate a strike for shorter hours, but I have never heard of a working man advocating longer hours. All the men I ever met were like myself, wanting lighter work, shorter hours, and higher wages, and the better educated the men were the greater was their repugnance to strenuous work and long hours.

Perhaps "Plebis" can give us some actual cases of men he has met or heard of who really liked labour. Such a unique experience would be most interesting. But it appears to me that universal experience bears testimony to the fact that man does not like work. He never works without a motive. The motive of labour is always, to obtain results. Whether a man retains the results of his labour for himself or exchanges them, or gives them to others from feelings of love, friendship, duty, or charity, he always seeks to obtain his results with the least exertion. To this fact we owe all trade, all labour-saving invention, all improved methods and processes of production. The law that "man seeks to satisfy his desires with the least emotion," whether these desires are selfish or altruistic, is just as obvious and certain as gravitation itself.

When referring to the question of freedom or restriction in the production of wealth, to speak of a man's energies being "restricted to certain channels by means of education" is very vague and tends to the confusion of ideas. Is it not evident that the educated man has, at least, equal freedom with the uneducated man in selecting the channels of production and exchange in which he will apply his energies? If the educated man is as free as the uneducated man, what is the meaning of man's energies being "restricted to certain channels by means of education"? It appears to me that, while education is neither restriction nor freedom, the growth of education must lead to freedom. The self-control of an educated man, which enables him to direct his own energies in the production and exchange of wealth for his own benefit and the benefit of his fellow-man, is entirely different from the legal restrictions which prevent him from exerting his energies according to his own judgment. "Plebis" makes no distinction between self-control and being controlled by others. Again, he says: "Education is restraint, for it restricts a man's energies to a path pre-determined by experts." I confess I do not understand what he means by this. Will he please explain?

It appears to me that what the people really require is freedom to draw material from Nature's storehouse—the earth—to satisfy their wants, and freedom to retain or to exchange the products of their labour. I think the main function of government should be to prevent any infringement of this freedom. But up till now most governments have been only instruments in the hands of cunning men to set up restrictive enactments for the indirect, but none the less effective, enslavement and robbery of the workers. I think that the best work that the best governments have ever done has been undoing the work of their predecessors—repealing the unwise and unjust legislation of other governments. And much more of this sort of work remains to be done before the people are restored the full measure of their rights.

"Plebis" does not seem to understand what is meant by taxing the value of land. It does not mean taxing all land equally at so much per unit of area, as he seems to think. It means imposing a tax of so many pence per pound sterling according to its selling value apart from the improvements on the land. Some land has a very high value; it would pay a heavy tax. Some land has a very low value; it would pay a light tax. Other land has no value at all, and would pay no tax. The value of land depends mainly upon its location with reference to population. Land in a great city, for which there is a great demand, has a

very high value and, if let, brings in a very high rent. Instead of meaning "bankruptcy for all farmers and small holders of land who are unable to get the percentage of profit per acre that large industrial concerns can show," it would mean a great reduction in their contribution to rates and taxes.

We have not yet got the official valuation of the land of Great Britain, but it is variously estimated at from £2,000,000,000, by Mr. Edwin Savill, F.S.I., to £6,000,000,000, by Messrs. Outthwaite & Chomley. The former figures are used by the National Unionist Association of Conservative and Liberal Unionist organizations. The latter figures are used by the Leagues for the Taxation of Land Values. But whatever the actual value may be it is clear that an enormous revenue could be derived from this source.

"Plebis" says: "Further, with regard to taxing non-producing land, you can not get blood out of a stone, and if it does not produce where are the taxes to come from?" Now where the yield from land does not cover the cost of production, the land has no value. It is only such land as leaves a surplus after paying the labour and capital employed on it that has a value. The value of the land is a measure of this surplus, or unearned increment. So the fact that land has a value is evidence that the land could be used with advantage. The tax would bring the land into use by making it unprofitable to keep it idle. The tax would come out of the surplus, or value which would remain after paying the labour and capital employed in production. Thus the tax would be a means of removing the landlord's obstruction. Very much of this non-producing land is valuable, and, although it is not now developed, there is a great demand for it. Labour is ready to develop it, but the landlord, waiting for a higher price, blocks the way. The law assists him to block the way by remitting rates and taxes on the land, while it is undeveloped and imposing them on the value of both land and improvement when it is developed. Thus we see that the development of the resources of the Empire.

By resources I do not mean labour and capital, as "Plebis" says. I mean only such things as are included in the economic term land. Land is the thing to be developed. Labour is the working population who develop it. Capital, a product of labour, is the tool or instrument used by labour in developing the land. Land owes its value to the presence, industry and expenditure of the whole population. It is not due to anything done by the landlord. Land value is entirely a community-created value. Obviously nothing could be fairer than to take this community-value to meet the expenditure of the community. I think that Tariff Reformers mean by a "self-supporting nation" one whose people produce everything they use, and who, therefore, are independent of, and do not need, foreign imports. Naturally I assume that if there is no need of imports there is no reason for exports. And if by "an entirely self-supporting nation," Tariff reformers do not mean one "where inter-trade with other countries would entirely cease," I do not know what they mean. If "Plebis" does not mean this, what does he mean by the sentence: "Every step he takes to develop these (resources) must tend to make the nation self-supporting to a greater extent than at present." Even where he denies this interpretation his words bear no other, for he says: "The idea was to use the labour of our unemployed fellow-countrymen for producing commodities that we have been buying from enemy countries." If ceasing to import from enemy countries makes us "self-supporting" to a greater extent than at present, the ceasing to import from enemy countries will also mean ceasing to export to enemy countries, unless "Plebis" can and people who like labour so much that they want to send the enemy countries goods for nothing.

Now, if by ceasing to import goods from Germany we become "self-supporting" to a greater extent than at present, does it not follow that we will become "self-supporting" to a still greater extent if we ceased to import goods from France and Russia and America? If not, why not? And, of course, if we cease to import I conclude we would cease to export—that is to say, inter-trade with these countries would entirely cease. Thus the farther we follow this idea of a self-supporting nation the further we would reduce international trade. But why a self-supporting nation any more a self-supporting county or a self-supporting city, or a self-supporting man? On the other hand, if the idea of a "self-supporting nation" does not involve the idea of living without foreign imports, then we are already a self-supporting nation, since we are supported by our own labour and not by the charity of others, paying others in exports for what we receive from them in imports.

"Plebis" thinks I do not like the name "self-supporting nation for some reason or other." He is right. In the search for truth it is necessary to use clear and well-defined terms. I dislike the use of an euphemistic phrase which, when examined, proves so vague and indefinite as to be almost meaningless.

Dumping is another vague term. Will "Plebis" please explain what he means by it? Does he mean anything more than the importation of cheap goods? He says that Dumping is "an insidious evil." He says "the textile mill-owner, for example, objects to a tariff on artificial dyes because he can buy them cheaply from the German manufacturer. A temporary import tax would raise their prices, and, in a slight degree, raise his cost of production. The textile weaver, however, is only a single organ in the industrial system of our nation and, although his immediate interests are benefited by the low price of

(Continued on next column.)

AFTER-THE-WAR TRADE.

ATTITUDE OF CEYLON CHAMBER OF COMMERCE.

At the half-yearly meeting of the Ceylon Chamber of Commerce, Sir J. T. Broom recommended the appointment of an officer who should devote his whole time to the interests of the trade and commerce of the island. He said:—

With regard to the very important question of trade after the war no one is more anxious than I am to see a strong barrier put up against enemy subjects again trading with this Colony, unless it be conclusively proved to me that this can be permitted for the benefit of Ceylon in the first instance, but even then only under certain well-thought-out and clearly defined safeguards. It is now over 15 years since I first denounced the unscrupulous tactics which were being employed by German traders in the exploitation of British trade in India and expressed the opinion frequently in the interval that we were neither sufficiently wide-awake to realize the danger to British interests by the employment of such tactics, nor were we properly alive to the need for out-manoeuvring them. That is one special reason why I would like to see a Director of Commercial Intelligence appointed, who would be ever watchful over the trade and commerce of Ceylon, and capable of detecting in the earliest stages any unfair competition which might creep in from any source whatsoever. To lay down now hard and fast lines of action which shall be adopted after the war is over with the object of preventing British trade and commerce being undermined by subsidies and unjust competition, is a task which becomes more difficult, the more one endeavours to form some idea of what will then be the position of international finance, trade and commerce. I do not profess to have any fixed ideas as to what should or should not be done, but, meantime, I am rather inclined to support the suggestion put forward the other day elsewhere, viz., that there should be an interregnum of say six months at least after the war is over, during which period no enemy subjects shall, under any circumstances, be permitted to trade or be allowed to land in any of the British possessions, so that during such interregnum the whole position of British trade and commerce, as it may then be found to exist in relation to the international trade of the world, may be very carefully considered, and a definite policy adopted which would have for its object the preservation and expansion of British trade and commerce both within and without the Empire. We all want to see enemy nations kept securely on the leash and made subservient to British traders both at home and in our overseas possessions (applause), but at the moment it is not clear as to what methods can be most safely adopted, even by the creation of a tariff wall, which would, after the war is over, be found sufficient to ensure the enemy nations being made to foot the financial bill which they will have to settle with Great Britain and her Allies. To make certain that the bill is fully met it may be that these enemy nations will have to be exploited over a long period of years until the mortgages over them have been completely redeemed, so that, while I am a strong supporter of the fullest discussion on the subject taking place before any decision may be declared, I do not want to see too hasty decisions come to as to what will be the best and quickest way to get back the money which these enemies have cost us, together with compound interest.

dumped supplies, the interests of the nation are being injured, as the weaver's loom is at the expense of another industry, which is becoming atrophied."

This is strange logic. Here are two industries, the cotton industry and the dye industry. The people of Britain are free to engage in either without any legal advantages or disadvantages. They can buy their materials without let or hindrance in the markets of the world and import them free of tax. An ever-increasing number turn to the cotton industry until it and the trades relating to it support a population of at least 2,000,000, while the dye industry "is becoming atrophied." And "Plebis" wants to tax the self-supporting industry of 3,000,000 people to "boost" an industry that is not self-supporting. This idea is like bleeding a living man to revive a dead one. And to say that the cotton worker is getting a benefit at the expense of the dye industry is absurd. He might just as well say that the efficient worker who refuses "camshew" is getting benefited at the beachcomber's expense. "Plebis" objects to the importation of cheap "German dyestuffs" and argues that, although it is an advantage to the textile trades, "the evil to our nation's industry is greater than the good received." I would like to know if cheap dyestuffs were imported from France or America or our own Colonies, would "the evil to our nation's industry" be any less than if they are imported from Germany?

Again, he says: "I see no reason why we should tax imports that come from nations who do not tax our exports." So if Germany would adopt free trade "Plebis" could see no reason for taxing cheap "German dyestuffs." Now, does "Plebis" think that the importation of cheap dyestuffs from protectionist Germany is an evil to our nation's industry, while cheap dyestuffs from free-trade Germany would be a blessing? If so, how does he come to this conclusion? If, on the other hand, "Plebis" thinks that the importation of cheap dyestuffs is an evil, no matter where they come from, why should we admit them from a free-trade country any more than from a protectionist one?

It appears to me that people can get a better supply for their wants when goods are cheap than when they are dear. I work to obtain goods. I can obtain more goods for a day's labour when goods are cheap than when they are dear. But then I want more goods and less work, while it appears that "Plebis" wants more work and less goods. This is the difference between a Free Trader and a Tariff Reformer—Yours respectfully,

A LIBERAL.

THE DELAY IN THE SIBERIAN MAIL.

HAS A SHIP BEEN LOST?

The long interval which has elapsed between the Siberian mail which arrived yesterday and that which preceded it is thus commented upon by the *N. Y. Daily News* of the 25th inst.:

For the first time since the present trans-Siberia-Finland-Sweden-Norway-North Sea mail route was organized, Shanghai has been more than a week without receiving a Home mail. While Siberian mail was formerly received three weekly—on Mondays, Wednesdays and Saturdays—for some time past, it has been arriving on Mondays only, all mail coming by way of Mukden, Tientsin and Peking. The mail which was expected to arrive last Monday, as usual, has not yet come and the British postal officers here are entirely at a loss to account for the delay.

The Russian post office have received many regular Paternoster mails which reach Shanghai via Vladivostok, and it is to be assumed from this that the delay, or interruption, is either in the Scandinavian peninsula or in the North Sea. The London Post Office do not advise in advance of the despatch of mails, so it can only be assumed here that mails have been despatched from London as usual. A Norwegian line of steamers maintains a daily service between Newcastle and Bergen, and the possibility has been suggested that one of these steamers may have been lost, although the probabilities are that the news would have been telegraphed were this the case. The Norwegian Consulate officials have had no advice of the loss of such a steamer and express the opinion that it is extremely improbable that one has been lost. Norwegian mails, however, are not despatched to China via Siberia, as for some weeks the Norwegian Post Office have routed all mails for the East via America.

The last regular Siberian mail received at Shanghai arrived on Monday, August 14th. It comprised 18 bags despatched from London on July 17th, 18th, 19th, 20th and 21st, and on Saturday 10th, came a single bag sent from London on the morning of July 22nd. No mails are missing.

Since the arrangement was made for the present post route from London via Siberia Shanghai has been remarkably fortunate, considering the number of ships that have been lost in the North Sea, in having lost but one mail worth mentioning. Reference is made to the mail lost with the sinking of the *Alth* in the North Sea, on which ship were despatched mails from London for November 6th and 7th, 1914. Since that date Siberian mails have arrived regularly, and there has never in this time been such a long interruption as the present one.

INCIDENTS OF THE BATTLE-FIELD.

An officer who has just returned from Montauban, where the strafing was certainly a bit thick, inasmuch as it had taken him an hour and a half to get away between the raffles of fire, has told me a story of a German colonel. The colonel, who had been made prisoner, with most pressing solicitude for his own safety got so far ahead of his guard as to present himself at the mouth of one of the biggest and deepest dugouts recently vacated by his countrymen. On trying to enter he was stopped by a medical officer who told him that this shelter was entirely for the wounded and that he would see to it that no unscathed German officer got in there. Astonishment blended with the Hun colonel's indignation at the idea that any wounded "cannon fodder" should be regarded as having preference over his own cultured and perfect self. But a German shrapnel closed all controversy by killing the colonel.

These adventures into the battlefield are accompanied by some grim and tragic discoveries. One was the sight of several men, almost in a row, leaning forward in various motionless postures on their rifles, the bayonet points of which were buried in the ground, and between two of them a seated terrier, with its drooping head faithful unto death in its devotion to its soldier master. One needed not to be told that it was the work of a slowly swinging machine gun which had wrought this dreadful tableau.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient, of Saigon, report under date August 17th as follows:

RICE MARKET.—On account of the high prices reported last fortnight the paddy came more freely from the interior and supplies were larger than necessary for the demand. A noticeable fall in the prices was the result. This confirms the report that there is still a fair amount of paddy stocked in the interior:—
New Crop.—The rains are seasonal and the prospects are good.

The total amount of rice exported from the 1st January up to the 8th August is 825,149 tons against 707,585 tons in 1915. We quote to-day:—White rice No. 2 Sifted Japan quality, Hongkong, \$4.60 per picul f.o.b. Saigon, for August/September shipment.

HONGKONG POLICE RESERVE.

NO. 2 COMPANY.
All ranks, excepting only medical exemptions, will fall under the O.C. Company at the Central Police Station at 9 p.m. on Tuesday, Sept. 5th. Uniform, caps with covers, and rifles.

BILLIARD CHAMPIONSHIP.
The 1st and 2nd rounds must be played before Tuesday, September 12th. Matches unplayed will be cancelled. **PARADES, CENTRAL STATION.** Thursday, August 31st.—Certain members of No. 9 Platoon as already detailed in Orders.
Also whole of No. 4 Company under Sergeant Major Roylance at 5.45 p.m. E. C. JARVIS, D.S.P. (R).

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	...	...	11.00
Single Fare by Day Steamer	...	...	...	...	5.00
Return " " " " " " " "	...	...	...	...	8.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 31st AUGUST, 1916.		FRIDAY, 1st SEPTEMBER, 1916.	
8 a.m. HONAM.	8 a.m. HONGSHAN.	8 a.m. HONGSHAN.	8 a.m. HONAM.
10 p.m. FATSHAN.	5 p.m. KINSHAN.	10 p.m. KINSHAN.	5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. "TAISHAN," Tons 2,008. S.S. "SUI TAI," Tons 1,651.

HONGKONG TO MACAO.

Week days 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 1 p.m. from the Wing Lok Street Wharf.

MACAO TO HONGKONG.

Daily at 7.30 a.m.

EXCURSION TO MACAO.

This service is suspended owing to Quarantine Regulations imposed by Hongkong Government on arrival from Macao.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. "SUI AN."

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 638 tons, and S.S. "NANNING," 669 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "JINTA N" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Raffles Mansions (First Floor), opposite the Blake Pier.

HONGKONG SOLICITOR SUED, CLAIM OF \$1,000 FOR ALLEGED WRONGFUL IMPRISONMENT.

THE CHIEF JUSTICE AND REPEATED
ADJOURNMENTS.

A Hongkong solicitor, Mr. R. C. Faithfull, appeared as defendant in an action at the Summary Court yesterday, when a Chinese named Yu Chung Im claimed from him \$1,000 for alleged wrongful imprisonment under a writ of execution. Plaintiff also applied for the setting aside of an assignment of judgment as being champertous and being in fraud of creditors.

Mr. F. C. Jenkin (instructed by Mr. Hind) appeared for plaintiff, and defendant was represented by Mr. C. G. Alabaster (instructed by Mr. Russ).

Mr. Jenkin, at the outset, said it was his duty, with great regret, to ask for what he knew was not usually granted in those Courts, and that was an adjournment. In doing he had to show grounds for such an application to be granted. First of all, he personally, had no connection with the case until the previous night, and thus it had been impossible for him to come into Court fully prepared. But there were more substantial grounds than that. The actions were against Mr. Faithfull, a solicitor of that Court, and the actions raised some very important legal matters; and the questions of law which would have to be argued in the case were as big as many of the points they had before his lordship in Original Jurisdiction. Pleadings were ordered and they only closed on the 18th inst., only twelve days ago. They reached the plaintiff on the 19th, which was a Saturday, and thus the first working day was Monday, the 21st. The actions raised questions of champerty, in the sense that the assignment made to Mr. Faithfull was said to be champertous in law, and that offence would of course raise some considerable questions of law. Another point raised was that the assignment was not only champertous but was a fraud upon the creditors. This would come under one of Elizabeth's statutes. Also, he (Mr. Jenkin) was only instructed the previous night.

The Chief Justice remarked that the case was put down and fixed for hearing weeks ago, and the solicitors on both sides said it was likely to occupy some time because there were important legal issues. He could see no reason whatever why Mr. Jenkin should not have been instructed before he was. He should have been instructed long ago if the plaintiff's solicitor intended to have Counsel in the case.

Mr. Jenkin replied that he was informed by Mr. Hind that it was only two or three days ago that it was decided that the points involved in the case were such as should be dealt with by Counsel, and then he (Mr. Jenkin) could not be reached.

The Chief Justice—The allegations of your solicitor himself raise legal arguments, and that being so he knows the effect of them perfectly well. Adjournments in these Courts seem to be our daily bread. I cannot get on. Every day there are applications for adjournments. I am bound to say that it seems entirely necessary for Counsel to appear in this case, and the solicitor for the plaintiff should have instructed you long ago, Mr. Jenkin. To come into Court and say you were only instructed last night in a matter which you say is of importance, appears to me most extraordinary. I do not know what the other side have to say.

Mr. Alabaster opposed the adjournment.

The Chief Justice—I quite sympathise with you, Mr. Jenkin.

Mr. Jenkin—I accept everything you say, my lord, as being perfectly justified. I do not know whether that will get me into trouble with my solicitor or not. Counsel on the other side has come here armed with a big array of text books, so they seem to have taken a serious view of the case, also.

The Chief Justice—What reason does your solicitor assign for not instructing Counsel days ago?

Mr. Jenkin—If seems that his client only came around to the mistaken view that Counsel was better than Mr. Hind on Monday, and then Mr. Hind found it rather difficult to get hold of me before last night. His client is at fault in the matter, and that being so his client will have to pay for his mistake, I suppose.

(Continued on next column.)

THE TIGER?

It has been reported that on Monday afternoon, while some European children were with their amahs in the vicinity of Wanchai Gap, at the end of Barker Road, they noticed a disturbance in the bushes and then heard a loud roar. The children and their amahs made off as quickly as possible. When questioned on the subject, the children adhered to their story that there was much rustling in the bushes, followed by the loud roar which scared them away.

TURNUED TURTLE

AUSTRALIAN VESSEL'S EXPERIENCE NEAR HONGKONG.

The Australian str. *Cavanha*, of the North Coast Steam Navigation Co., which turned turtle off the Cochinchina coast some weeks ago, has been placed on an even keel and is being towed to Hongkong.

The work was undertaken by the Taikoo Dock, where specifications had been drawn up to increase the length of the ship by 50 feet. Messrs. Amory and McIntosh were the engineers, and Mr. Goard the diver, while the tug *Taiko* was commanded by Capt. Tall. The party left a fortnight ago for Tonkin harbour, where the vessel had heeled over, and after a strenuous week's work were able to get the ship into such a position as to ensure her removal to Haiphong. The vessel will subsequently be brought to Hongkong, where the extension will be made.

Mr. Alabaster said that the other side had had plenty of time in which to brood over the case and to bring very serious charges against defendant. Defendant had had these serious charges brought against him and he had come to Court prepared to meet them without any useless delay. Defendant was a solicitor of that Court and he was charged with perfectly monstrous offences, and he was there to meet them, and two days had been expressly set aside for the hearing of the case. The other side knew that the defendant had instructed Counsel, they had known it ever since the defence was filed twelve days ago, and twelve days was ample time for plaintiff to have instructed Counsel if he had chosen to do so. Plaintiff had not chosen to do so until the last possible moment, and therefore he submitted that the case must take its course. It was entirely the fault of the plaintiff, not his friend's fault, of course.

The Chief Justice said he was bound to say that he regretted he could not see his way clear to acquiesce in the application for an adjournment. The charge made had been raised by the plaintiff's solicitor more than a fortnight ago, and there was no reason whatever why he should not have instructed Counsel in ample time, at any rate, to have been ready to meet the charge. All he could say was that he could not agree to an adjournment in that case. The grounds for the adjournment were wholly unsatisfactory, owing to the carelessness of the client or the plaintiff's solicitor. If he granted the adjournment it would create a precedent which would be brought up at all times in those Courts. "I am very sorry, Mr. Jenkin," added his lordship, "but the case must proceed."

Mr. Jenkin—Even if I submit to any penalty you may impose?

The Chief Justice—If the other side consent to the case standing over until to-morrow and plaintiff pays the costs incidental to the adjournment, I will grant it.

Mr. Alabaster said he would agree to this.

Mr. Jenkin—To-morrow is no good at all, because I have to appear in another case. Therefore I shall make a further application, for which there is a precedent. It was done during your lordship's absence on vacation recently by the then acting Chief Justice (Mr. Justice Gompertz). It was a similar application to this and his lordship would not grant an adjournment, but said he would non-suit plaintiff. I ask to be non-suited in this action in order that I may then have time to start a fresh action. That, my lord, cannot be denied me to be non-suited with costs.

The Chief Justice made the order asked for and added—I think it is something which will eventually find its way to the Privy Council—is that not so?

Mr. Jenkin—Yes, my lord.

HONGKONG POLICE RESERVE.

PRESENTATION OF COMMANDED
SERVICE BARS.

In the compound at the Central Police Station last evening, the Hon. Mr. Mc Messer (Captain Superintendent of Police) presented Comanded Service Bars to a number of members of the Hongkong Police Reserve for commendable police service. There was a parade of all ranks, including the mounted police, and the recipients of the bars were warmly applauded.

The men who received the bars, along with the achievements which secured them, are as follows:—

P.-c. Gaskell, for his resourcefulness whilst off duty in effecting the arrest in Nathan Road, Kowloon, on January 31st, of a reckless cyclist who collided with and upset a ricksha carrying passengers.

Crown Sergeant Wong Kwong Tin (now Inspector), highly commended by the Marine Magistrate for his intelligent action in a steam launch overcrowding case.

P.-c. Ng Kung and P.-c. Chan Hung, for intelligent action in effecting the arrest of a snatcher in Queen's Road Central on the 11th inst.

P.-c. Chan Yuk Shu, for his prompt action in saving a young girl from being run over by a tramcar on the 13th inst.

P.-c. Mok Lai Sang (now O.R. Sergt.), for his plucky conduct in effecting the arrest of an armed robber who had committed a robbery at 39, Gage Street, on the 23rd January, and the recovery of a part of the stolen property.

Sergt. Chan Siu Tong (now Cr. Sergt.), and P.-c. Chao Man Chan, Wong Tao Kow (now both Sergeants) and P.-c. Ip Kwan of the H.K.P.R. Ambulance Platoon for zeal and alertness in turning out to attend a poisoning case at Nos. 2, and 9, Praya West, Kennedy Town, on February 18th.

P.-c. Chan Yuk Shu, for his smart capture of a snatcher in Des Vœux Road West on June 18th.

P.-c. Harry Loo and P.-c. Leung Kam Hung, for their intelligent and plucky action in effecting the arrest of two snatchers in Kau U Pong on July 20th.

A bar was also awarded to P.-c. Soares, whose name did not appear in the original list. The Captain Superintendent remarked that it had been left out of the list by mistake. It had only just been brought to his notice that P.-c. Soares did very good work in the Pomeroy and Ribeiro bank case, and that it was mainly through his action that the case came before the Hongkong Courts.

THE I.C.S. EXHIBIT.

The great success of a simple idea is shown in the exhibit of the International Correspondence Schools which is being held at the Old Post Office, Pedder Street.

The founders of the Schools conceived the possibility of carrying technical training through the mails to persons who had not the time or money to attend colleges. The institution, which has been established for ten years in this country, and more than 300 in Hongkong at the present time.

One of the courses that has been most popular in China is that of Civil Engineering. Like the many other Courses maintained by the Schools, pamphlets of instruction are sent out, lessons are corrected and reference books are furnished that may be kept for future reference. All the courses are prepared by men who are experts in their particular lines, after which they are carefully condensed and revised with special reference to the needs of mail instruction.

The I.C.S. has long had courses in French, Italian, German and Spanish for English-speaking people. A course of English for Chinese has lately been instituted. The pamphlets and text-books of instruction were compiled by an authority of the two languages and to check these and allow the students to phonetic pronunciation properly, phonographs with explanatory records are furnished. Anyone may have a free demonstration of the phonograph method of language study at the Exhibit.

A REMARKABLE WATCH.

A watch, one of the most remarkable ever turned out by British workmen, has been made by Messrs. Charles Frodsham & Co., the well known watch and clock specialists of London, who have had the honour of submitting it to the close and interested inspection of their Majesties. The special features are not only its convenient size but the number of purposes it serves—showing days of the week, days of the month, and phases of the moon, adjusting itself for long and short months and for leap year. It strikes and repeats quarters, hours, and minutes at will. Over a year's work by various artificers is in the watch, which was made to an American order given before the war.

HONGKONG MAGISTRACY.

THEFTS.

Two Chinese were remanded on a charge of stealing \$42 worth of jewellery, and clothing valued at \$517, from 34, Morrison Hill Road. A wash amah and another Chinese who were charged with receiving some of the goods were also remanded.

ALLEGED ATTEMPTED MURDER.

In Mr. Wood's Court, a Chinese was charged with the attempted murder of a woman at Hungkong. It was stated by Inspector Lamont that from what could be gathered now, the man went to the woman, who was sleeping, and attacked her with a chopper, inflicting very serious injuries to the back of her neck. The woman caught hold of the man's hand and cried out, and a detective in the street, hearing the cries, gained admittance to the house and arrested the man. The case was remanded.

A WELLINGTON BOOT.

A Wellington boot belonging to Lieut. Fisher, of the 74th Punjab, was the subject of a case in Mr. Hazland's Court, a Chinese being charged with stealing it. A small boy said he took the boot to be mended, but as the cobbler was not in he left it in the alleyway at the back of the shop. A scavenging coolie (the defendant) came along and sold it to a marine hawk. The marine hawk said defendant brought the boot to him saying he had swept it up in the street. Witness gave defendant twenty cents for it. An adjournment was granted.

OFFENDING LUKONGS.

A lukong was sentenced to three months' hard labour by Mr. Wood for neglect of duty. Mr. King (D.S.P.) said the man, who had decamped, had a fairly good record, and was a smart man, but on occasions he was a little too smart. He was also, undoubtedly, an opium smoker.

Mr. Wood said he could not retreat the bail or issue a warrant, but he would pass sentence.

Another lukong, who was charged with the theft of opium pills, \$30, and with misconduct, was remanded in police custody.

ARREST OF INDIANS AT SHANGHAI.

HOUSE SURROUNDED BY A CORDON
CARRYING FIXED BAYONETS.

At H.M. Police Court, Shanghai, on the 25th inst., twenty-three Indians were charged before Mr. G. W. King, magistrate, with conduct likely to produce or excite to a breach of the peace contrary to section 83 of the China Order in Council 1904.

Mr. S. H. McKinn, who prosecuted on behalf of the Crown, said he proposed to call evidence of arrest and then to ask for a remand to enable him to secure the attendance of a witness, who was not in Shanghai.

Det. Sergt. Givens said that on the previous day at about 10 a.m. he received certain instructions from the Chief Detective Inspector, in consequence of which he went to No. 19, Boulevard de Montigny. While there he saw the second defendant standing outside the house. He did not speak to witness at the time, but when witness was coming back defendant asked him where he had been and witness replied that he had been looking for a man in connection with a debt. Subsequently in the afternoon, on instructions of the Chief Detective Inspector, witness went to the French Police Station in Avenue Joffre, and with a party of French police, went to the house. He was the first person to enter, and as he did so, he heard a stampede on the floor above. He immediately went upstairs and when he got to the foot of the stairs he saw a number of Indians coming downstairs. He told them to go back and they did so.

At the same time witness heard a noise of someone climbing on to the roof, and shouted out to those with him to look out for the back door. Continuing his way upstairs he found some 20 Indians in the front room, and on his instructions they sat down on stools. The stools were the only furniture in the room. He found on the floor a book containing the names of Indians supposed to be revolutionaries, and on a more minute search, a knife, and a couple of dice behind some window frames, which were leant against a wall. The men were arrested and taken to Louza Police Station. Some of the men witness heard escaping by means of the roof were captured by Annamites. He believed that one escaped, but he did not see this.

One of the defendants alleged that he had been walking in the street when he was apprehended by some Chinese and pushed into the house.

The sergeant said that would be impossible, as the house was surrounded with a cordon carrying fixed bayonets. The case was remanded.

SENTRIES GUARD EACH OTHER.

Now that so many German sentries are deserting, says a *Telegraph* correspondent, it has been decided to place the sentries two and two so that they can guard each other, should one desert, the other will be held responsible for the flight of his comrade.

INTIMATIONS

**LANE,
CRAWFORD & Co.**

**BRITISH MADE
BOOTS AND SHOES**

**THE "OAKMORE" BRAND.
BROWN MARCHING BOOTS,
GOLF SHOES.**

SMART, COMFORTABLE SHAPES IN

**BLACK AND BROWN WALKING BOOTS.
STOCKED IN HALF SIZES AND ALL FITTINGS.**

EVERY PAIR GUARANTEED.

WHITE BOOTS AND SHOES

All Sizes **\$7.50** Per Pair.

"WALK-OVER"

(AMERICAN MADE)

BOOTS AND SHOES

FOR LADIES AND GENTLEMEN.

\$10.00 \$12.50 \$13.50 Per Pair.

SOLE AGENTS:

LANE, CRAWFORD & CO.

An invaluable tonic for all cases of anaemia, sleeplessness, exhaustion, nervous dyspepsia, neurasthenia, effects of overwork.

**VEGETABLE
HAEMATOGEN.**

Replaces easily all the blood preparations now in use, because it contains the BLOOD-SALTS and CHLOROPHYLL-IRON.

Does not contain ALCOHOL and animal PURINE BASES, which excite the nervous system.

**Beware of expensive substitutes,
which give a huge profit to the
dealers.**

Sold everywhere at **\$1.50** per bottle.

Only genuine with this name:

HET CRUYDEN-HUYS.

Sole Agent: WILLEM HEYBLOM, Powell's Building.

IS THIS
YOUR SMOKE?



IT'S THE BEST.

NEW ADVERTISEMENTS

NOTICE

IT IS HEREBY NOTIFIED that on account of the War the Consul-General for the Netherlands will not be "at home" on the 31st August, the anniversary of the birthday of Her Majesty the Queen of the Netherlands.

HAMEL,
Consul-General.
[1075]

FOR SALE

- 1 Lady's Chair.
4 Coolies' Uniforms.
3 Coolies' Beds.
Apply—

Box 31,
Care of "Daily Press" Office.
[1076]

S.S. "PORTHOS,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-Day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 6th Sept., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 6th Sept., or they will not be recognized. All damaged packages will be examined on MONDAY, the 4th Sept., at 10 A.M. No Fire Insurance has been effected.

P. THOMAS
Agent.
[2]

Hongkong, 30th August, 1916.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"KUTSANG."

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 6th Sept. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 30th August, 1916. [16]

DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on

FRIDAY, 1st September.

For Terms for Boarders or Day-Scholars,

apply to

THE HEADMASTER.
[1071]

WANTED.

LONDON Firm of Manufacturers is open

to engage a GENTLEMAN as repre-

sentative for China and Japan. Applicants

must be well educated, energetic, and of good

appearance. Letters (which will be treated

confidentially) giving full details of applicant's

career, and accompanied by references, should

be addressed to—

Box No. 28,
Care of "Daily Press" Office.
[1067]

WARNING.

THE GAS COMPANY desires to warn

Householders against allowing men to

interfere with their gas fittings unless such

men produce certificates of recent date of

employment by the Company.

GEORGE CURRY,
Local Secretary.
[1059]

SPEND YOUR

VACATION

IN

BAGUIO

(PHILIPPINES).

CITY Built on Fine Clad Hills Swept by

Cool and Refreshing Breezes.

5000 FEET above SEA LEVEL.

65° F. AVERAGE TEMPERATURE.

Eight hours by Rail or Automobile from

Manila.

(Only, Tennis, Polo.

MOUNTAIN CLIMBING TO

ALTITUDES OF 9,000 FEET.

FINEST AUTOMOBILE ROADS

IN THE WORLD.

Automobile and Horse Race Tracks

FIRST CLASS HOTELS.

For Information, address—

THE CITY SECRETARY,
BAGUIO, P.I.

or nearest Office of Travel, Coors & Sons
[1052]

HOUSES TO LET

TO LET.

HOUSE, No. 4, Seymour Terrace, from
1st October.
Apply to—

P. M. N. DA SILVA,
9, Des Vaux Road.
[1073]

OFFICE TO LET.

ONE LARGE ROOM on the Top Floor of
No. 2, Queen's Building.
Apply—

THORESEN & Co.
[999]

TO LET.

GO DOWN in Duddell Street. Light and
airy. Houses overlooking Statue Square.
Moderate rent.
For rent and other particulars apply to—

"H."
Care of "Daily Press" Office.
[940]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's
Road Central (In Lee House Street).
Apply to—

WILKINSON & GRIST.
[691]

TO LET.

A SMALL GODOWN in PRINCE'S
BUILDING.
For particulars etc., apply—

THE HONGKONG CENTRAL ESTATE
LTD.
[686]

TO LET.

From 1st May.
Apply to—

SHEWAN, TOMES & Co.
[616]

TO LET.

"ROCKLANDS," No. 7, Robinson Road.
Apply—

M. J. D. STEPHENS,
18, Bank Buildings
[800]

TO LET.

A HOUSE, in Observatory Villas, Kowloon.
Apply to—

ARRATON V. APCAR & Co.,
14, Des Vaux Road.
[811]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road
Central, at present in the occupation of
The China Fire Insurance Co., Ltd.
Apply to—

CHINA FIRE INSURANCE Co., Ltd.
[622]

TO LET.

OFFICES in Prince's Building.
Apply to—

SHEWAN, TOMES & Co.,
Liquidators,
RUSSELL, BROTHERMAN & Co.
[872]

TO LET.

NO. 4, DES VAUX ROAD CENTRAL,
First Floor.
THE COMMODIOUS DWELLING

HOUSE, with Office, Servants' Quarters, etc.,
No. 14, SHAMBA, CANTON, from 1st June,
at present in the occupation of the Imperial
Russian Consulate.
Apply to—

DAVID SARSOON & Co., Ltd.
[618]

TO LET.

OFFICES at 1, Connaught Road.
Apply to—

OFFICES in King's Buildings,
HOUSE in CLIFTON GARDENS,
Conduit Road.
Nos. 1, and 2, WEST END TERRACE,
CANTON.
Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
[32]

TO LET.

TWO ROOMED-FLATS in Nathan Road
Kowloon.

THREE ROOMED-FLATS in Humphrey's
Building, Kowloon.

FOUR ROOMED-FLATS in May Road
with every modern convenience, including
English Baths and Electric Range, Hot
Water and Water Carriage System. A few
flats specially designed to accommodate three
bachelors at reasonable rents. Low estate
possession.

FOUR ROOMED HOUSES in Garden
Terrace and Salisbury Avenue, Kowloon.
Apply to—

HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings
[1006]

THE BANK OF CHINA.

CANTON.

NOTICE IS HEREBY GIVEN that the

Payment of due Coupons of the

CHINESE GOVERNMENT 6% INTERNAL

LOAN BONDS OF THE THIRD AND

FOURTH YEARS will be made by us at the

Office of the HONGKONG AND SHANGHAI

BANKING CORPORATION, No. 1, Queen's Road

Central, Hongkong, while our Canton Office

is temporarily closed.

Hongkong, 18th August, 1916. [1023]

INTIMATION

WATSON'S

E

THE PREMIER SCOTCH



MILD,
MELLOW,
MATURED.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 16.
[118]

ANNOUNCEMENT.

A marriage has been arranged between
Miss JAP NYET SOO, ninth daughter of
Captain JAP KWAN SENG, of Kuala
Lumpur, Selangor, and Mr. LIONG
YUN CHAT, seventh son of Mr.
LIONG YUK MING, and will take place
at "Yee Yuen," Happy Valley,
Hongkong, on 3rd September, 1916,
at Noon.

[1068]

HONGKONG OFFICE: 104, DES VAUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 31st August, 1916.

TRANSPORT DIFFICULTIES
IN WESTERN YUNNAN.

The Board of Trade *Journal* quotes the
remarks made in a report by the British
Consul at Tengyueh on the subject of
the difficulties of transport in Western
Yunnan. Something has been done in
recent years to ameliorate matters in this
respect. Ten or twelve years ago a new
road was cut for the last stage in Chinese
territory (from Maipshieh to the frontier)
of the Bhamo-Tengyueh road, and now
a further section is under reconstruction,
but this "road" is really nothing more
than a mountain path, and, as the Consul
points out, "even though the whole
section of the caravan route between
Tengyueh and the frontier were brought
up to the high standard of surface and
gradient which is being maintained on
the new section now under construction,
that would not do away with its limita-
tions." Indeed, when all the limitations
are considered, it is almost a matter for
surprise that the trade between Burma
and Tengyueh is as healthy as it is.

Owing to the absence of anything better
than a mountain path, wheeled transport
is impossible; consequently, everything
has to be carried by mules at an average
freight of \$8 for 160 pounds weight. The
mule transport necessitates special pack-
ing; for instance, bales of yarn have to
be broken up in Bhamo and repacked
into half-load packages of nine bundles.
Bridges are frequently swept away and
traffic is accordingly held up. The new
road might be widened and improved so
as to abolish these defects, but there

would still remain the worst obstacle of
all—the fetid, malaria-laden atmosphere
of the summer months. Marco Polo's
description of this stretch of country
may be recalled: "It is full of great
woods and mountains which 'tis impos-
sible to pass; the air in summer is so
impure and bad; and any foreigners at-
tempting it would die for certain." This
may be somewhat exaggerated, but it is
true that the peculiarly virulent type
of malaria that rages there, attacking
mules and muleteers alike and proving
specially fatal to the former, does
make the road practically impassable
during the monsoon season, so that all
trade has to be carried on during
the dry months. The remedy for all
these deficiencies is, of course, a railway.
The commercial prospects of such a line
have been emphasized by successive
writers, notably by Lord RONALDSHAY
and Mr. AINSWORTH, and they are suffi-
ciently evident from the fact that even now,
in spite of all the hindrances and of the
limited period of the year during which
traffic is possible, there is still a con-
siderable trade between Bhamo and Teng-
yueh. Chinese opposition, as evidenced
in 1905 by the formation of the Yunnan,
Szechuan and Tengyueh Railway Com-
pany, is usually alleged as the reason
why this project has not made any pro-
gress; but we have the impression—
strengthened by Lord CURZON's re-
fusal, while Viceroy of India, to
allow the extension to the frontier of
the line running east from Mandalay—
that the Indian Government has not
shown any marked enthusiasm for it,
probably because of the possibility that
such a railway, by facilitating trans-
frontier traffic, might lead to an influx
into Burma of Chinese political agitators
and refugees. It should not prove very
difficult in practice to check this. A
metre gauge line would not be sufficient
to convey a Chinese army of invasion
into Burma, while such a line, especially
if continued to Talifu or Hsienkwan,
would be of the greatest assistance in
achieving the commercial expansion for
which we have to strive after the war.

Western Yunnan is commercially one of
the least developed parts of China, and
from what the trade now is it is possible
to imagine what it might be, given some-
thing resembling facilities. Even now it
is found cheaper to send Bombay yarn
to Talifu by way of Bhamo and Teng-
yueh, with a month's mule journey,
rather than via Haiphong and the Yun-
nan Railway, so that evidently the
Bhamo-Talifu line would form the com-
mercial highway to Talifu and Hsienk-
wan, which are the chief trading centres
of Yunnan. This railway project has
undoubtedly been greatly discouraged by
the unfavourable reports of Buxton and
COLCLOUGH, but these can be ignored now
that we know that an Indian survey party
discovered, in 1907, a practicable route
for a metre gauge line from Bhamo to
Talifu, with a ruling gradient of 1 in
25 and an estimated cost of under
£4,500,000. After the war there will in-
evitably arise numerous competing
schemes for commercial expansion in
China, and though it may be difficult to
determine in advance which should have
priority, a scheme would need to have
very sound recommendations and possi-
bilities in order to be preferred to the
development of trade facilities in
Western Yunnan, the more so as, in view
of the Anglo-French Agreement of 1896,
the scheme would be one in which Great
Britain and France could co-operate, if
necessary, to overcome Chinese opposi-
tion.

A mail for Europe via Siberia closes
to-day at 4 p.m.

The Consul-General for the Nether-
lands announces that he will not be "at
home" to-day, the anniversary of H.M.
the Queen of the Netherlands, on account
of the war.

The members of the Shanghai Race
Club, by means of an *al fresco* entertain-
ment held in their grounds, on August
23rd, raised upwards of £200 for the
British prisoners-of-war fund.

Mr. Katsua Ojima, No. 82, Bowen
Road, has reported to the Police that
some person entered his house by climb-
ing over the verandah and stole \$250 in
jewellery and money. The occupants of
40, Gough Street have reported to the
Police that a safe in the house was open-
ed with a duplicate key and \$38 in
jewellery and money stolen.

Painting and decorating work general-
ly was suspended in Shanghai on the
25th inst. owing to a painters' strike.
The workmen are demanding wages on
a silver instead of a copper basis.

The leading article in this week's issue
of *Shipping and Engineering*, which
discusses the benefits derived by the
officers in the various companies on the
China Coast as a direct result of the
recent shipping dispute, should do much
to dispel the idea that the China Coast
is a place to avoid, for the salaries now
given compare most favourably with
those received in other parts of the
world.

The Shanghai Autumn Race Meeting
will be held on November 6th, 7th and
8th, and the Off Day on November 11th.
The entries close on October 7th. The list
of events differs somewhat from that of
last year (says the *N. C. Daily News*).
On the first day, the Subscription Griffin
Stakes takes the place of the former
Navy Stakes, and another race—the
Kalgan Plate—for Subscription Griffin
is added to the programme. On the
second day there is also an additional
race for Subscription Griffin—the Mon-
golian Plate, while on the third day the
sixth race will be a handicap for Sub-
scription Griffin instead of the former
Cosmopolitan Cup.

WANDERING SECOND OFFICER
CASE AT THE HONGKONG MARINE
COURT.

A second officer who said he could give
no reason why he went ashore without
leave, as it was against his usual prac-
tice, appeared as defendant at the Hong-
kong Marine Court yesterday. The
name of the defendant was F. H. Ban-
nister, of the s.s. *Moraby*, and he was
charged by the Captain of the vessel, J.
Jamieson, with absenting himself from
the ship from August 22nd until August
24th, and again from the 24th to the 26th
inst., without leave and without sufficient
reason, the vessel lying at Kowloon dur-
ing these dates.

Mr. Preston appeared to prosecute.
Defendant pleaded guilty to the second
charge, but alleged that he had leave
from the 22nd to the 24th inst.

Mr. Preston read two log book entries
which gave the dates of defendant's ab-
sence, the first of which stated that he
returned to the ship under the influence
of drink, and was unable to do his duty
as a consequence.

Captain Jamieson, giving evidence,
said the log book entries first read were
true records of what had occurred. De-
fendant had permission to go ashore on
the 22nd, but he should have been back
on the 23rd at daylight at the latest.

When defendant came aboard on the 24th
at 11 a.m. witness had every reason to
believe he was under the influence of
drink. Defendant went ashore again at
5.30 p.m. on the same date, but he had
no permission to do so; and he returned
on the 26th inst. at 10 a.m. Defendant
did say something about having been ill
on shore, but he had not produced any
certificate.

Questioned by Commander Beckwith,
witness said the defendant joined the
ship in June, and gave trouble on the
first trip, at Hongkong.

Defendant said he was given permission
to go ashore on the 22nd inst. by the Chief
Officer. In the witness-box, defendant
maintained that such permission had been
given him, and that it was understood
that he should return on the 24th. He
admitted he should have been back at 7
a.m. on the 24th, but he returned at 11
a.m. He did not "turn to" when he
came back; he slept. He could give no
reason why he went ashore the same
evening. He did not do so usually.

Commander Beckwith—Is it a practice
of yours?—No, sir, I do not know why
I went ashore. He added that he stayed
with some friends when ashore, and was
also taken ill when ashore. He was not
well even now and had not eaten 20 cents
worth of food since.

Mr. Preston remarked that in view of
the fact that his extreme penitence to the
captain for what he had done, and that
he had promised to turn over a new leaf,
he did not wish to press the charge, and merely asked for a
severe caution to be administered, and
for the defendant to be discharged. The
captain would take him back to the ship
again.

The Magistrate found prisoner guilty
on both charges, but in view of the plea
which had been made he discharged him
with a severe caution.

CANTON.

LUNG IMPOSES NEW CONDITION.

[By Our Special Representative.]

Wednesday, p.m.

Things look quite settled, and still more
goods which were stored on Shamoon are
being carried off into the City to-day.
More shops are open and a certain
amount of business is being done. How-
ever, there is still a feeling that every-
thing is not all right, though the present
lull may last for a week or more.

Lung is said to have made a new
condition with regard to his resignation,
and that is, the punishment of Shum
and Li; while they in their turn have
informed the Central Government that
they will not abandon their present posi-
tions unless they are assured that Lung
will be punished. This news has caused
many intelligent Chinese to shake their
heads. None of the troops are well
behaved and stories of looting and
robberies are coming in every day.

SHOOTING AROUND MACAO FORT.
Last night several heavy guns were
fired around Macao fort. They may
have been from the forts on the hills
or from gunboats down the river, but
there is no report to-day of fighting in
this district. Around Sam San there was
some rifle fire, but this was probably a
gang of robbers.

SHU HING.

Shu Hing for the present is the most
important spot in the province. It was
the ancient Capital of the Southern
Empire of China, centuries ago, and
to-day it is the place from which peace
or war will be pronounced. Chu has
sent a representative to confer with Lank,
Shum and Li; but there is no news of
any result so far. Shum's soldiers were
due to be paid yesterday and had been
faithfully promised their pay up to date.
If they have not been paid we shall in all
probability hear from them within the
next few days.

ON THE NORTH RIVER.

Ko Tong, on the Canton-Hankow
railway, near the Arsenal, has been the
scene of pillage and piracy. There was
a great deal of fighting around here last
week, and Lung's troops are now in
possession; but many of them have not
been kept in hand. Houses have been
burned and all the pawn shops looted.

SHEK LUNG DISTRICT.
Shek Lung itself is beginning to return
to its normal condition, but the villages
round about suffered very badly
in the fighting last week, and many are
still deserted.

Pok Lo, near Shek Lung, suffered
badly from looters and many houses were
burned.

EAST RIVER.

Conditions on the East River are un-
changed. A number of Tang's men
have been captured, but the majority
have made good their escape towards
Wei Chow or to the hills.

CHINESE NEWS.

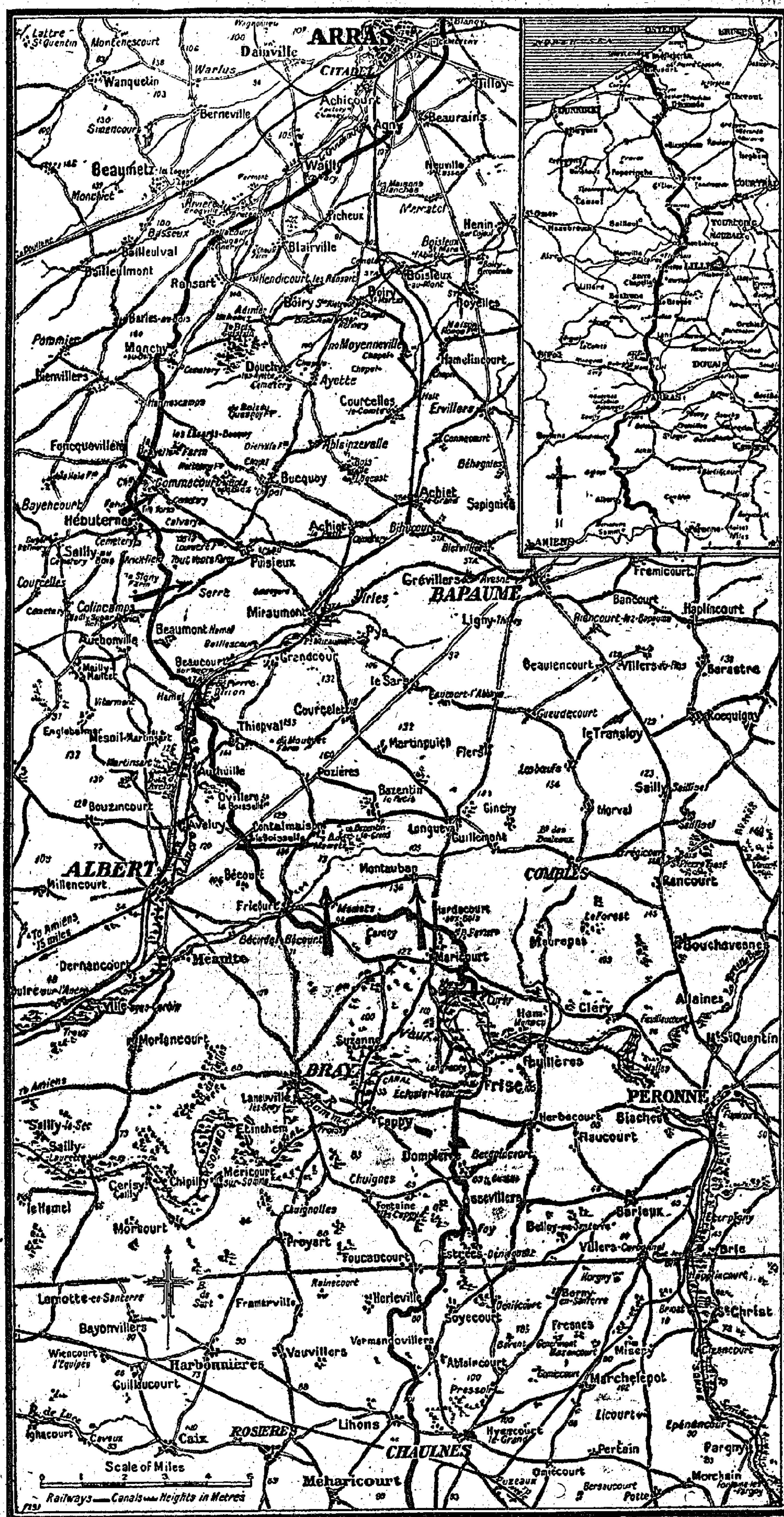
LOAN FOR KWANGTUNG.

Mr. Chi Ching-lan, new Civil Governor
of Kwangtung, has been authorized to
raise a loan of \$3,000,000 from the Canton
branch of the Bank of China for military,
and other purposes, the loan to run for
one year at 6 per cent. on the security of
the taxes of Kwangtung. The loan has
been sanctioned by the Ministry of
Finance and the Head Office of the Bank
of China in Peking.

RETRENCHMENT POLICY.

On account of the unsettled state of
affairs in Kwangtung, the Central Gov-
ernment has found it impossible to con-
tract foreign loans for reorganization

THE BATTLEFIELD OF THE SOMME.



The approximate front before the offensive began is shown by the black line. Arrows indicate the main points of advance on the opening day.

WAR CHILDREN.

THE CHANGE.

"My little girl's joined the Army!" This somewhat startling statement, made by a proud father, produced much laughter and many exclamations of incredulity.

"It's a fact," he insisted. "She is a member of the remount department of the Army Service Corps!"

"Captains a regiment of motor-lorries, I suppose?" someone retorted.

"Not quite," the father replied, "but I daresay she's even equal to that. At present she's weighing and checking hay and straw and despatching it to its right destination. Doing 'her little bit' and keeping herself, too, at seventeen. Why, at her age I was still at school," he added proudly, and chuckled as he recounted a recent visit he had paid to his soldier-daughter.

"Now, dad," she had said to him, "you must just amuse yourself for half an hour—I'm busy," and she handed him her cigarette-case.

And while she issued orders here, there, and everywhere "father" had looked on, while the realisation rushed upon him that Time had placed him on the shelf and labelled him "out of date."

"But I was mighty proud of her," he said fervently. He admitted later that when she drove in to her bachelor rooms in a powerful two-seater car which had been lent to her, he felt at least a decade behind!

"And now," he continued, "the little girl comes home occasionally for the week-end, to lunch and to the theatre, as she herself was taken only so short a time ago."

Listening, I understood, for when the first whisper of war was wafted along the hot breezes of July, 1914, Peter was working hard at college and Muriel was barely out of the schoolroom. But as July merged into August and the German borders poured over the Belgian frontier, the call came to these children of ours to defend their birthright. Peter put down his school books and donned the uniform of the King. Muriel put up her hair and exchanged her dainty summer frocks for the severe garb of a Red Cross nurse.

In a few brief hours, it seemed, they had crossed the threshold of maturity and "grown up." They had become man and woman, while to us they still were babies!

For months our brave little girl was gallantly nursing the heroic Serbians. And a few days ago, after over a year of weary waiting, of sleepless nights and anxious days, Peter came home—a man at nineteen—with that far-away look of the trenches in his brave young eyes and the mud of Flanders still clinging to his boots. But it was not the fastidious, somewhat difficult, delicate lad who had returned, but a stranger—son, strengthened in mind and body by contact with the stern realities of life.

He spent his brief respite from the tumult of battle very quietly, chiefly occupying himself with bathing, sleeping, and eating, and he spoke only with great reluctance of the scenes of warfare. And when the time came round (all too quickly, alas!) he buckled on his armour again without a murmur of regret, swung his haversack across his shoulders, and cheerfully went away to face the unknown once again and strike yet another blow for the freedom of nations.

"I'd rather you and dad didn't come to the station with me," he said. "Muriel will see me off."

We understood his preference for his sister to accompany him, for there was a bond between them that is far stronger than all else. Both of them had faced death and witnessed eternal partings a thousand times. So we bade him "good-bye" at the garden gate and we watched them until they turned the corner of the little village street, he with his short khaki kilt swaying from side to side in rhythmic motion like the surf upon the sea; she with the little bright ribbon, which told of distinguished courage and heroism while fighting death and disease among the stricken Serbians, pinned to the breast of her neat dark uniform.

"It seems but yesterday that they were babies," I said, and the flowers in the garden danced confusedly through the haze which could not shed. As we entered the silent house we both realised that war has set their lives apart from ours. They have faced horrors which we shall never know or comprehend. They have grown accustomed to the ever-lurking presence of death and the terrible sights and sorrows which are to us but nameless terrors.

Our little ones of two or three years ago are fighting men and women now. They are fighting for us and for our rights, while we, of an age that is far away behind, look on at the game of life and death and are proud. We are children to them—they have outgrown us!

The chaos of warfare has indeed placed us upon the fringe of life and stolen our children from us to fight the great battle. They have been swept along by the swift-running stream, hurried down the broad river of life, through a land which is beset with new and deadly peril, and are uniting their endeavours to turn round the wheel of Progress, while we, the mothers and fathers, left aside in the scattered pools, look on and marvel at the great revelation; nor do we sigh vain regrets for the children who are no more, for in the men and women who have taken their places we see our noblest ideals realised.

With a startling suddenness war has snatched away the dear delusions of youth to which we have clung. But in glorious recompense we live again in the brave boys and girls.—*Daily Mail.*

GERMANY'S SALES TO AMERICA.

A TRADE NOT STOPPED BY BLOCKADE.

That Germany, in spite of the blockade established by Great Britain, has still been selling stocks and bonds in America and conducting other financial transactions, is asserted by the New York *Time-Herald* recently. "Neither delays, nor seizures, nor all the confusion of war," it says, "can stop modern international intercourse between neutrals and belligerents, however closely either may be hemmed in." Commercial trade may be blocked in war-time, since it may be impossible to ship goods, but even the shipment of goods from Germany has not ceased entirely. Financial transactions, however, it has been found practically impossible to prevent. The writer adds: "Germany is still selling securities in the United States. German citizens have made loans here (in some instances in behalf of their Government, it is said), have paid these loans off, and entered into numerous financial engagements of one sort or another. Some of these transactions found interesting reflexions last week in the market for German exchange. The most interesting movement of the week was the sharp drop in marks and the subsequent partial recovery. They sold as low as 72 3/4, not the lowest at which they have sold since the outbreak of the war, but close to it."

"Between the time when the previous low point was touched and last week's fall to close to the old figure there had been a large recovery in the value of German exchange. That recovery was attributed to many causes, one of them efforts on the part of the German Government to improve the German financial situation as seen abroad through the mirror of the exchange market."

To the general suggestions of this sort, heard in the financial markets at the time, certain details were added last week by bankers who have been watching the movements of exchange closely, being themselves engaged in exchange operations on a very large scale. In these quarters it was said that Germany, indirectly through Berlin banking institutions, had done what the British Government had done more publicly—borrowed money here to support exchange.

Loans were arranged privately in New York and the proceeds invested in marks. This absorbed a considerable amount of German exchange which was on the market and improved the rate very considerably. But it was not a lasting improvement. These loans matured, and for some reason were not renewed. Funds for their payment were obtained by sales of drafts on Germany which in turn depressed the price of marks. A transaction of considerable size of this sort was carried through a fortnight ago, and this and subsequent operations carried marks down to the low point of last week.

But drafts on Germany cannot be sold without a demand for drafts on Germany. Whence does this demand come? A variety of factors contribute to it, but the most important single element in the demand for marks arises out of the sale to New York of securities held in Germany. The movement of securities from Germany through Holland to the United States has been interrupted, but this has stood in the way of further sales of such stocks and bonds held in Germany as have a market in the United States. Securities may change ownership without being physically transferred. That is what is happening in these German sales to the United States.

"The securities are sold by Berlin to New York and shipped to some neutral country, where they are held for the account of the American buyer. In time they will be brought to America if they are not resold by this market before the opportunity for their shipment comes. Baltimore and Ohio, Canadian Pacific, St. Louis and San Francisco railway securities, and Japanese bonds figure prominently in the list of stocks and bonds which German holders have lately disposed of to Americans."

SIR DOUGLAS HAIG.

Is Sir Douglas Haig to be the great soldier who will carry our cause to success? asks a London correspondent. It is a curious fact, and yet hardly a surprising one, that in the majority of wars a real leader of men has not been discovered until the struggle has waged for many months. Our Civil War was well advanced before Cromwell rose to fame. The French Revolution had been in progress four years before the coming of Napoleon, while we had to wait 14 years for Wellington's greatness to be revealed.

Our French Allies are loud in praise of the great qualities of leadership displayed by Sir Douglas Haig in the present offensive. They say he has, like their own Castelnau, the *coup d'oeil*, i.e., instinct, flair, the eagle-eye that can embrace a complex situation at a glance and in a crisis devise the proper means of correcting the errors of subordinate commanders.

Lord French, when himself Commander-in-Chief of the British armies in France, dwelt repeatedly on Sir Douglas' remarkable powers of intellect and resolution; but it is a particularly gratifying thing to have the British Field Marshal's verdict confirmed by so critical a body as the French Headquarters Staff.

There are many directions in which the new Commander-in-Chief has introduced reforms since his accession to office, but in no direction have they proved more welcome than in his drastic weeding-out of all incompetence in high stations. To judge by reports, of which the public is sure to hear sooner or later, Sir Douglas Haig is not the man to be twice "unlucky" with the same generals. Moreover, his co-operation with Generals Joffre and Castelnau and the French General Staff is as tactful as it is wholehearted. The British Commander-in-Chief has completely won the hearts of the French, by whom he is nicknamed "Iron Legs."

Sir Douglas Haig is a native of "the low, sea-salted, wind-vexed promontory" of Fife, as Robert Louis Stevenson feelingly phrased it.

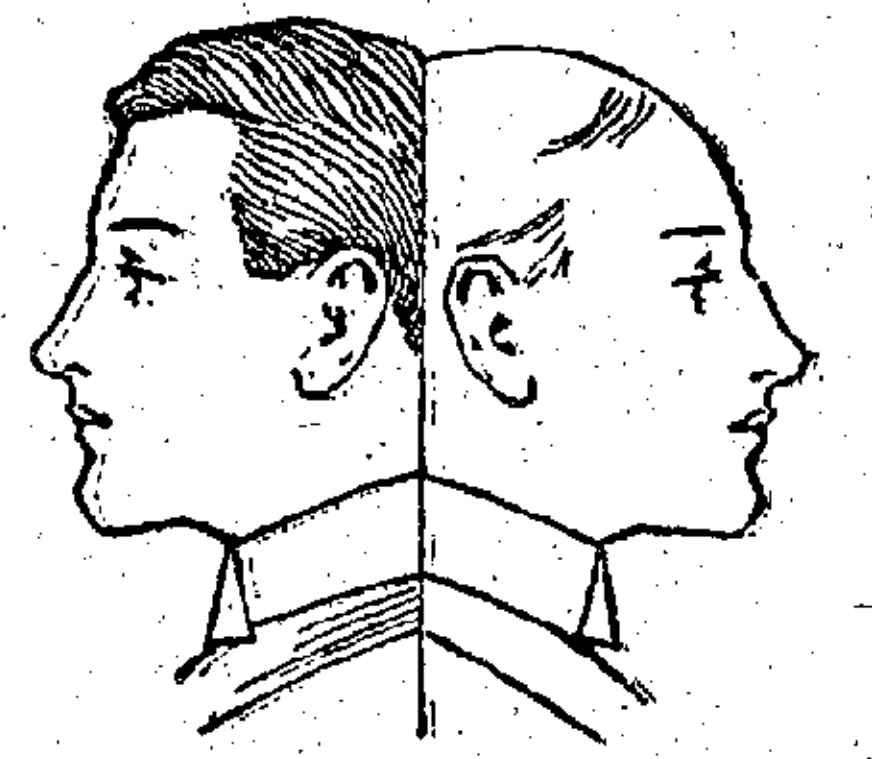
CUTLER PALMER & CO.'S

NAPIER JOHNSTONE'S WHISKY.



JUST RECEIVED FRESH STOCKS Ex "KNIGHT COMPANION."

SOLE AGENTS IN HONGKONG AND SOUTH CHINA: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS.



HAIR OR NO HAIR? It is Certainly Up to You and Cuticura. Trial Free.

Hot shampoos with Cuticura Soap, followed by light dressings of Cuticura Ointment rubbed into the scalp skin tend to clear the scalp of dandruff, soothe itching and irritation and promote healthy hair-growing conditions. Nothing better, cleaner, purer, sweeter.

Sample Each Free by Post With 32-p. book. Address F. Newbery & Sons, 27, Charterhouse Sq., London, E.C. 3, Eng. Sold throughout the world.

42-9

The Best American Make

ARROW COLLARS

VERY SUPERIOR IN FIT AND IN WEAR—IT PAYS TO ASK FOR THEM.

B. MONTIETH WEBB & CO., Hongkong. China Agents.

[924-3

DON'T WAIT

until you are worse before starting a campaign against disease. No matter how slight may be your indisposition your duty to yourself demands that immediate steps be taken to dispense it. Of course, you expect to get better and not worse, but where health is in question you are never justified in leaving anything to chance, and, as is well known, indisposition, instead of disappearing of its own sweet will, frequently develops serious disorders if neglected. Your safest course is to

TAKE BEECHAM'S PILLS

which are the World's finest household remedy for the correction of derangements of the stomach, liver, or kidneys. Slight headaches, loss of appetite, a nasty taste in the mouth and other little symptoms of that sort are indications of digestive disorder, and may be regarded as Nature's warning of worse troubles to follow if the cause of the present ailment be not speedily removed. Don't wait until to-morrow but take Beecham's Pills

Sold in boxes, 9d, 1/6 & 2s.

NOW.

THE NEW REMEDY, Not just a household remedy, but a household remedy for the correction of derangements of the stomach, liver, or kidneys. Slight headaches, loss of appetite, a nasty taste in the mouth and other little symptoms of that sort are indications of digestive disorder, and may be regarded as Nature's warning of worse troubles to follow if the cause of the present ailment be not speedily removed. Don't wait until to-morrow but take Beecham's Pills

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY and DEBILITY and

Then the NERVES

CHAPOTEAU'S PROSPERO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Rheumatism, and various diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

HAVE YOU A BAD LEG

with wounds that discharge or otherwise, persons surrounded with inflammation and swelling, that when you press your finger on the inflamed part it leaves the impression? If so, under the skin you have poison, which delays all the remedies you have tried. Perhaps your knees are swollen, the joints being inflamed, the same with the ankles, round which the skin may be discoloured, or there may be wounds, the disease, if allowed to continue, will destroy you at the power to walk. You may have attended various hospitals, and been told your case is hopeless, or advised to submit to amputation, but do not, try the Grasshopper Treatment, which is a cure and certain remedy in cases of Bad Legs, Decayed Joints, Rheumatism, Erysipelas, Phlegmon, Abscesses, Gangrenes, Swellings, Carbuncles, Boils, Goures, Issues and Dog Bites and all other diseases. Send at once to the Grasshopper for a box of

GRASSHOPPER OINTMENT AND PILLS.

Prepared by ALBERT, 11, Rue de la Harpe, Paris. Sole Agent, London, England. Price 1/- each. Retail Life and 6/6 each.

Agents: A. S. Watson & Co., 177, Regent St., London.

MARTIN'S APOL STEEL AND IRON PILLS

MARTIN'S APOL STEEL AND IRON PILLS

FORTHCOMING EVENTS.

TO-NIGHT

9.15 p.m.—"The Pelisade" at Kowloon.

Monday, 4th Sept.—

9.15 p.m.—"The Ramra" at the Theatre Royal.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong 20th September.
Proposed Sailing Connecting with "KATHIAWAR" from Colombo 17th October.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailing
From Hongkong S.S. "SALAMIS" 30th November.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamers Sails.
LONDON ... "CITY OF NORWICH" ... On 6th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—

THE BANK LINE, LTD.,

OR to BRINE & Co., CANTON.

GENERAL AGENTS

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINKIANG"	On 21st Aug. 4 P.M.
TIENSIN via WEIHAIWEI	"HUICHOW"	On 31st Aug. 4 P.M.
HONGKONG and HANGKOK	"KANGHOU"	On 2nd Sept. 10 A.M.
SHANGHAI	"ANHUI"	On 3rd Sept. 10 A.M.
HAIPHONG	"SUNGKIANG"	On 5th Sept. 10 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 5th Sept. 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans Staterooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "CHENAN," "LUCHOW," "TINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.
TELEPHONE 35.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAICHONG"	Capt. W. O. Passmore	FRIDAY, 1st Sept. at 3 P.M.
"DAIHONG"	Capt. J. W. Evans	FRIDAY, 8th Sept. at 3 P.M.

For SWATOW.

"HAIYAN" ... Capt. J. S. Thomson ... THURSDAY, 31st Aug., at 4 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, & C.

Steamers to COLOMBO	Leave HONG KONG Noon Friday	Connecting Mail Str. from Colombo	Due at MARSEILLES 1914	Due at LONDON 1914
MALTA	Sept. 8	"KASHGAR"	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	MOHRA	Nov. 19	Nov. 26
NORE	Nov. 3	Through Steamer	Dec. 6	Dec. 15
NYANZA	Nov. 17	"MONGOLIA"	Dec. 17	Dec. 24
MALTA	Dec. 1	"MALWA"	Dec. 31	Jan. 7
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 26

* Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave HONGKONG ABOUT
NAMUR	MONDAY, 4th September.
SARDINIA	THURSDAY, 14th September.
NOVARA	SATURDAY, 23rd September.
NORE	SUNDAY, 8th October.
NYANZA	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment)

IN ADDITION TO THE ABOVE MAIL STEAMERS,

WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave H'kong. about	Leave S'pore. about	Due at MARSEILLES. if sailing about	Due at LONDON about
The Intermediate Service is	Temporarily	Suspended		

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Ships are fitted with Electric Fans free of charge and each berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for two years, or to Intermediate Ports for six months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	"IYO MARU" Capt. Takano "MIYAZAKI MARU" Capt. Toranaka	12,500 10,000	THURSDAY, 7th Sept. at Noon. THURSDAY, 21st Sept. at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	"YOKOHAMA MARU" Capt. Shiozaki "SADO MARU" Capt. Asakawa	12,500 12,500	FRIDAY, 1st Sept. at 4 P.M. TUESDAY, 19th Sept. at 4 P.M.
SYDNEY and MELBOURNE via MANILA, RAMBANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"TANGO MARU" Capt. Soyoda "NIKKO MARU" Capt. Takada	13,500 9,600	TUESDAY, 12th Sept. at 4 P.M. FRIDAY, 13th Oct. at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	"CEYLON MARU" Capt. Tenda	10,000	SUNDAY, 10th Sept.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	"YETOROFU MARU" Capt. Ugura	8,000	SUNDAY, 10th Sept.
MOJI & KOBE	"TOTOMI MARU" Capt. Fujio	8,000	MONDAY, 4th Sept.
SHANGHAI, KOBE and YOKOHAMA	"COLOMBO MARU" Capt. Nomura	8,000	FRIDAY, 15th Sept.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. Takada	9,600	SUNDAY, 10th Sept. at Noon.
SHANGHAI, KOBE and YOKOHAMA	"FUSHIMI MARU" Capt. Irimawa	21,000	TUESDAY, 5th Sept. at 10 A.M.

EASTBOUND NEW YORK LINE

VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, MOJI, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.
"TOKIWA MARU"
Capt. K. Akamatsu, 16,000 tons. About 21st September.

Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 92 and 293

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
"ANYO MARU"	18,500 — 16 knots	WED., 30th Sept. Noon.
"PERSIA MARU"	9,000 — 14 knots	THURS., 31st Sept. 10.30 A.M.
"TENYO MARU"	22,000 — 21 knots	WED., 4th Oct., Noon.
"NIPPON MARU"	11,000 — 16 knots	TUES., 17th Oct., 10.30 A.M.
"SHINYO MARU"	22,000 — 21 knots	WED., 1st Nov., Noon.
"SIBERIA MARU"	18,000 — 18 knots	THURS., 5th Oct., Noon.
"KOREA MARU"	18,000 — 14 knots	WED., 15th Oct., Noon.

* Via MANILA omitting Shanghai.

† Proceeding to South American Ports.

‡ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £80. " " " £268.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamer of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS.

MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, MALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer ANYO MARU ... 18,500 — 16 knots ... WED., 20th Sept.

For Full Particulars as to Passage and Freight, apply to—

T. DAIGO, AGENT,

TELEPHONE 591

King's Building, 123

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

PORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... Porthos ... On 31st Aug. at 5 P.M.

For YOKOHAMA ... On or about 7th Sep.

For MANILA via HAIPHONG, TOURANE and SAIGON ... On or about 7th Sep.

(Without Transshipment)

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1914, to 31st October, 1914, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

TELEPHONE 740



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

"TACOMA MARU" ... FRIDAY, 8th Sept. at 3 P.M.

† Omitting Manila, Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.

"BAIGON MARU" ... T. Yamaguchi ... THURSDAY, 28th S-p., at 7 A.M.

"LUZON MARU" ... FRIDAY, 6th Oct., at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"AMAKUSA MARU" ... SUNDAY, 3rd Sept., at Noon.

* Proceeding to Keelung via Swatow and Amoy.

† Proceeding to Anping and Takao.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,

MANAGER,

No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	16th Sept.	On 4th Oct., 11 A.M.
ST. ALBANS	21st Oct.	On 10th Nov., 11 A.M.

All Steamers fitted with wireless phy. Telgrs.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars apply to

GIBB, LIVINGSTON & CO.,

AGENTS

